



Division of Transportation
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March 26, 2009

John Venice, Manager-Industry and Public Projects
Union Pacific Railroad Company
301 West Lake Street, Room 103
Northlake, IL 60164

Dear Mr. Venice:

Subject: Project ID 1060-33-01
Zoo Interchange
UP Crossings
Hank Aaron State Trail (former Soo Line) Underpass
MP 89.91 on the Milwaukee Subdivision

Dear Mr. Venice,

As you may be aware, the triple intersection Warren through truss bridge located just south of I-94 in Milwaukee County has been determined eligible for the National Register of Historic Places. The Determination of Eligibility prepared by WisDOT and concurred in by the State Historic Preservation Office is attached. As you are also aware, this truss bridge may be affected by the proposed Zoo Interchange reconstruction. Specifically, if an offset alignment is used for your rail line over I-94, the truss bridge will likely be replaced by a new bridge. It is WisDOT's understanding that if the existing alignment is used, the bridge will not be affected and will remain in service.

Based on our meetings and conference calls throughout 2008 and February 2009 between Union Pacific Railroad and the Zoo Interchange team it is WisDOT's understanding that Union Pacific does not object to the removal of the bridge in the event the track is aligned to the east, provided WisDOT and FHWA assume the cost of a replacement bridge. It is WisDOT's understanding that the qualities that make this bridge historic, namely its design, would not be affected by I-94 moving closer to the bridge.

WisDOT and the Federal Highway Administration are coordinating with the Wisconsin State Historic Preservation Office (SHPO) in compliance with Section 106 of the National Historic Preservation Act to assess what mitigation measures should be implemented in the event the truss bridge is removed. We are requesting your input into this process, as owner of the bridge.

Mitigation measures commonly proposed on projects of a similar nature are 1) preparing archival quality photographic documentation of the bridge before it is removed, 2) developing an exhibit, such as a museum-style panel of photographs and text which presents the history of the bridge and which is suitable for a public exhibit, and 3) offering the bridge to interested

parties who would commit to removing the bridge and reassembling it in a new location. WisDOT and FHWA will implement the mitigation measures at our cost.

Please contact me within 30 days of the date of this letter if you have any objections for historic reasons to the potential removal of the bridge and /or if you have any input into the development of mitigation measures.

Sincerely,

Gregory A. Baer, P.E.
Railroad Project Coordination Engineer

Attachments cc w/attachs: DOT Zoo Team – Sandy Ratz

-----Original Message-----

From: JNVENICE@UP.COM [mailto:JNVENICE@UP.COM]

Sent: Tuesday, April 14, 2009 4:34 PM

To: Baer, Gregory - DOT

Subject: Zoo Interchange Historic bridge letter, Hank Aaron State Trail

Hello Greg-

our bridge folks do not have any objections to the removal of the referenced Hank Aaron State Trail bridge under a new alignment plan for the Zoo Interchange, nor the proposed handling of the bridges historical preservation as outlined in the Wisconsin DOT letter attached below.

Let me know if you have any further questions.

"Baer, Gregory - DOT" <gregory.baer@dot.wi.gov>
04/10/2009 10:57 AM

To "John N Venice (E-mail)" <JNVENICE@UP.COM>
cc

Subject Zoo Interchange Historic Letter

John,

Here is a copy of the Historical letter I sent you that we discussed at the OCR meeting yesterday (Thursday).

Gregory Allen Baer, P.E.
Rails and Harbors Section
Wisconsin DOT
(608) 266-0233

April 9, 2009

Ms. Carrie Cooper
Wisconsin Department of Transportation
141 N.W. Barstow Street
Waukesha, WI 53187

Subject: Zoo Interchange Reconstruction

Dear Ms. Cooper:

Milwaukee County Parks System staff has reviewed the potential impacts to Milwaukee County Parks associated with the Zoo Interchange reconstruction project, as communicated by WisDOT in January 2009. Our understanding, based upon the most recent design alternatives presented to us is that the following impacts may occur:

- 0.4 acre acquisition and/or permanent easement from Underwood Parkway at US 45 in the form of a 50 to 60 foot wide strip to accommodate a wider bridge crossing over the parkway
- Minor acquisition and/or permanent easement (less than 0.1 acre) from Chippewa Park adjacent to I-94

With appropriate compensation for the acquired real estate, site restoration and replacement of vegetative screening at Chippewa Park to provide a buffer between the freeway and the park, the Parks Department concurs that the Zoo Interchange reconstruction as currently proposed should not have an adverse effect on these two parks.

In addition to the above-mentioned acquisitions for highway right-of-way, WisDOT is also considering constructing storm water retention/detention ponds in Honey Creek Parkway near 84th Street and in Underwood Parkway near Rainbow Park. The proposed pond in the Honey Creek parkway would not affect any roads or trails. The proposed pond in the Underwood parkway would require removal of a several-hundred foot segment of Underwood Parkway, which currently carries the Oak Leaf Trail.

These ponds, if constructed, may or may not require a transfer of ownership.

The Parks Department concurs with the concept of placing the storm water retention/detention ponds in the parkways provided that:

- A future agreement is developed between Milwaukee County and WisDOT stating that WisDOT will be responsible for construction and all future maintenance of the ponds.
- Reasonable compensation is provided to the County for the loss of land and existing facilities lost or impaired in functionality.
- WisDOT restores the Oak Leaf Trail connection such that the trail is not closed during construction.
- WisDOT is responsible for removing the Underwood Creek Parkway pavement and all site restoration required due to construction and maintenance of the pond.

- The Milwaukee County Executive and Board of Supervisors approves the requested acquisitions, the compensation and the terms of the agreement to be negotiated with WisDOT.

The County Board of Supervisors and the County Executive must approve any transfer of Milwaukee County-owned land. Therefore, the Parks Department's initial concurrence on the park impacts and the potential storm water ponds is made pending future County Board input and resolution of any pending design-related issues that might be identified in the project's design phase. WisDOT should advise the Parks Department when the exact acreages and locations of the impact areas are determined.

Please feel free to contact me to discuss these matters further as the design process continues.

Sincerely,

A handwritten signature in black ink, appearing to read "Sue Black", with a stylized, cursive script.

Sue Black, Director